

In the Claims:

1-4. (Canceled)

5. (Currently Amended): A method for alerting the pilot of an aircraft to a potential go-around condition comprising the steps of:

monitoring a plurality of parameters indicative of an unstabilized approach;
assigning a risk of go-around value according to each of said parameters;
summing the assigned risk values; and
asserting an alert signal when said summation value exceeds a predetermined threshold amount, asserting further comprises:

asserting a go-around caution alert signal when said value exceeds a first threshold amount and is less than a second threshold amount; and
asserting a go-around warning signal when said value exceeds said second threshold amount.

6. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a change in a speed of the aircraft.

7. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a runway wind condition.

8. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a flight path angle of the aircraft.

9. (Original): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a position of the aircraft.

10. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a track of the aircraft.

11. (Original): The method of claim 5 wherein said step of asserting an alert signal comprises the step of commanding an autopilot go-around maneuver.

12. (Canceled):
13. (Currently Amended): A method of alerting the pilot of an aircraft to a potential go-around condition comprising the steps of:
- monitoring a plurality of parameters indicative of a runway landing length required;
- assigning a risk of runway overrun value ~~based on~~ for each of said plurality of parameters;
- summing the assigned risk values; and
- asserting an alert signal when said summation risk value exceeds a predetermined threshold value,
- wherein the plurality of parameters include runway length,
- wherein said step of asserting an alert signal further comprises the steps of:
- asserting a go-around caution alert signal when said value exceeds a first threshold amount and is less than a second threshold amount; and
- asserting a go-around warning signal when said value exceeds said second threshold amount.
14. (Original): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring a deceleration required to stop the aircraft.
15. (Withdrawn): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring a runway surface condition.
16. (Withdrawn): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring at least one atmospheric condition.
17. (Canceled):
18. (Original): The method of claim 13 wherein said step of asserting an alert signal comprises the step of commanding an autopilot go-around maneuver.
- 19-59. (Canceled)